

WHY NOT HELP THE PEOPLE NOW?

Lots of Subway Talk About the Future, and Mighty Little Doing to Improve the Service on Existing Street Railways.

At a recent meeting of the city council, Alderman Britten of the 23rd ward, introduced a resolution which provided that the corporation counsel give an opinion whether the city has the right and power to enforce a single fare, universal transfer over the lines of the Chicago Elevated Railways.

The Chicago Elevated Railways is a consolidation of the South Side Elevated Railroad company, the Metropolitan West Side Elevated Railway company and the Northwestern Elevated Railroad company, which also controls the Chicago and Oak Park Elevated Railroad system.

The consolidation has been in effect for six months or more, and no move has been made by either the Chicago Elevated Railways or the city council to make the changes promised the people of Chicago.

"In a statement of June 28, 1911, Henry A. Blair, chairman of the board of the Chicago Railways company, says that the capacity of the loop could be increased from 30 to 150 per cent by through routing of trains and through a re-arrangement of routes, also that improvements of 30 to 50 per cent could be made without any expenditure in changing the loop structure.

"He also says that the corporation under one management will

increase the net earnings of the elevated roads through a reduction of operating expenses by at least \$700,000, and a further reduction of \$350,000 in the cost of electric power.

"In consolidating, a saving of more than \$350,000 per annum is confidently expected in the cost of electric power."

The earnings of the elevated companies show a steady growth from year to year. From 1905 to 1910, the increase was as much as 40 per cent per annum. The following are the gross earnings each year: 1905, \$6,109,101; 1906, \$6,654,010; 1907, \$7,310,413; 1908, \$7,791,565; 1909, \$7,902,029; 1910, \$8,533,501.

Henry A. Blair, Samuel Insull and Ira M. Cobb, the committee under whose supervision the Chicago Elevated Railways are being operated, according to their own statements could institute a system of through routing and universal transfers with a single fare that would mean a saving to the public of from \$10,000 to \$20,000 per day.

Why don't they do it?

In a communication, sent under date of November 2, to the chairman of the Local Transportation committee, the Chicago Elevated Railways says:

"There has been no formal declaration on the part of the mayor and the city council as to the changes and additions desired in